

## THE RICHMOND DISPATCH.

BY THE DISPATCH COMPANY.

The DAILY DISPATCH is delivered to subscribers at FIFTY CENTS per month, payable to the carrier weekly or monthly. Mailed at \$5 per annum, payable in advance; \$3 for six months; \$1.50 for three months; 50 cents for one month. Price per copy, 2 cents.

The WEEKLY DISPATCH is published and mailed in two parts at \$1 per annum.

The SUNDAY DISPATCH at \$1.50 per annum, or 75 cents for six months.

Subscriptions in all cases payable in advance, and no paper continued after the expiration of the time paid for. Registered post-office money order, check, or registered letter. Currency sent by mail will be at the risk of the sender. Subscribers wishing their post-office changed must give their old as well as their new post-office. Sample copies free.

## ADVERTISING RATES.

HALF INCH OR LESS.

1 line..... 10  
2 lines..... 20  
3 lines..... 30  
4 lines..... 40  
5 lines..... 50  
6 lines..... 60  
7 lines..... 70  
8 lines..... 80  
9 lines..... 90  
10 lines..... 1.00  
11 lines..... 1.10  
12 lines..... 1.20  
13 lines..... 1.30  
14 lines..... 1.40  
15 lines..... 1.50  
16 lines..... 1.60  
17 lines..... 1.70  
18 lines..... 1.80  
19 lines..... 1.90  
20 lines..... 2.00  
21 lines..... 2.10  
22 lines..... 2.20  
23 lines..... 2.30  
24 lines..... 2.40  
25 lines..... 2.50  
26 lines..... 2.60  
27 lines..... 2.70  
28 lines..... 2.80  
29 lines..... 2.90  
30 lines..... 3.00  
31 lines..... 3.10  
32 lines..... 3.20  
33 lines..... 3.30  
34 lines..... 3.40  
35 lines..... 3.50  
36 lines..... 3.60  
37 lines..... 3.70  
38 lines..... 3.80  
39 lines..... 3.90  
40 lines..... 4.00  
41 lines..... 4.10  
42 lines..... 4.20  
43 lines..... 4.30  
44 lines..... 4.40  
45 lines..... 4.50  
46 lines..... 4.60  
47 lines..... 4.70  
48 lines..... 4.80  
49 lines..... 4.90  
50 lines..... 5.00  
51 lines..... 5.10  
52 lines..... 5.20  
53 lines..... 5.30  
54 lines..... 5.40  
55 lines..... 5.50  
56 lines..... 5.60  
57 lines..... 5.70  
58 lines..... 5.80  
59 lines..... 5.90  
60 lines..... 6.00  
61 lines..... 6.10  
62 lines..... 6.20  
63 lines..... 6.30  
64 lines..... 6.40  
65 lines..... 6.50  
66 lines..... 6.60  
67 lines..... 6.70  
68 lines..... 6.80  
69 lines..... 6.90  
70 lines..... 7.00  
71 lines..... 7.10  
72 lines..... 7.20  
73 lines..... 7.30  
74 lines..... 7.40  
75 lines..... 7.50  
76 lines..... 7.60  
77 lines..... 7.70  
78 lines..... 7.80  
79 lines..... 7.90  
80 lines..... 8.00  
81 lines..... 8.10  
82 lines..... 8.20  
83 lines..... 8.30  
84 lines..... 8.40  
85 lines..... 8.50  
86 lines..... 8.60  
87 lines..... 8.70  
88 lines..... 8.80  
89 lines..... 8.90  
90 lines..... 9.00  
91 lines..... 9.10  
92 lines..... 9.20  
93 lines..... 9.30  
94 lines..... 9.40  
95 lines..... 9.50  
96 lines..... 9.60  
97 lines..... 9.70  
98 lines..... 9.80  
99 lines..... 9.90  
100 lines..... 10.00

Advances are for "every day," or advertisements running consecutively.

Reading notices in reading matter type, five lines or less, \$1 in newspaper, leaded, five lines or less, 75 cents. All notices of executions whatsoever will be charged as, and charged for, as reading notices.

Card of rates for more space furnished on application.

All letters and telegrams must be addressed to THE DISPATCH COMPANY.

Rejected communications will not be returned.

All letters recommending candidates for office must be paid for to insure their publication. This is a long-standing rule of ours.

Resolutions of respect to deceased members passed by societies, corporations, associations, or other organizations, will be charged for as advertising matter.

UP-TOWN OFFICE, BROAD-STREET PHARMACY, 619 EAST BROAD STREET.

MANCHESTER OFFICE, 133 HULL STREET.

FRIDAY.....DECEMBER 29, 1899.

## RICHMOND AND THE SEABOARD.

The people of Richmond are, and ought to be, profoundly interested in the Seaboard consolidation question. For a quarter of a century no scheme of railroad organization has possessed more importance for us than this does. Its success would be a blessing; its failure a misfortune. With it an accomplished fact, our business-men would have opened to them markets which they now have poor access to, and the dignity of our city as a railroad center would be vastly increased.

The Seaboard system, when united and consolidated as proposed, will have about 2,500 miles of track. Not only will it open to us markets now practically closed to us, but it will be the means of giving us facilities and accommodations in the whole southern country better than those we now have. Being a new competitor in much of that field, the Seaboard would not only take pains to ingratiate itself with the public, but it would compel the Southern to be more accommodating.

Though the Southern possesses one of the most liberal charters ever granted by any legislature, and though it ought to be grateful to Virginia for that, and for many other things, it has given our State small consideration. Its general offices, which, by rights, ought to be in this city, are established in Washington, and in the making of its schedules little thought is given to our interests.

But, aside and apart from her business interests, Richmond has every reason to wish for the Seaboard consolidation. The monopolistic spirit shown by the enemies of the Seaboard system is provoking in the extreme, and is something we cannot countenance. The South is big enough, and sufficiently productive, to sustain the Seaboard and several other systems. There is no need that any competitor should try to cut the throat of another. It is no case of self-preservation. There is room enough for all—if each will be content with a liberal share of patronage; not demand all. But, alas! a disposition is shown which reveals the belief held by certain men that they have, or ought to have, a monopoly of the southern country, the spirit of chivalry which is undying in the South, revolts from any such doctrine, or doing, as that. We are ready to accord fair play to every rival of the Seaboard system, but we must insist that they, also, shall do justice.

Nothing more is asked for the Seaboard system than has been freely granted to its business competitors, and the Virginia public and southern people generally, will be content with nothing less. We know of no rule of law, no ethical requirement, which demands that our friends should not have as fair a showing at our hands as any other people.

We say, again, that all the sympathies of the people of Richmond must be, ought to be, and will be with the Seaboard. It has been meanly misinterpreted and viciously assailed. In the Georgia Legislature, in various courts, in Wall street, and in the newspapers it has been attacked. The source of all this opposition most of us can guess. The object of it, too, we can easily surmise, but, thank Heaven, ill success has attended these hostile efforts. May it be so to the end. But, if they are to be continued, certainly they can receive no countenance here in Richmond, which has quite as much at stake in this fight as any town, or city, on the Seaboard's 2,500 miles of track. Let all the world know where we stand, and that our love of fair play, as well as our business interests, compels us to give our heartfelt sympathies and enthusiastic support to the attacked party in this contest.

## DELAGOA BAY SEIZURES.

Some of our large contemporaries are inclined to inveigh with "great wrath and violence" against Great Britain for stopping with her cruisers American cargoes of provisions bound for Delagoa Bay. There is no occasion yet for such an exhibition—no occasion for friction between the two countries over the incident—and it strikes us that our antipathetical friends are jumping headlong to conclusions in denouncing the seizures as unwarranted, and predicting that they will lead to serious Anglo-American complications.

In the first place, the bare act of seizure involves a question of international law, and the construction of treaties, or possible conflict of treaties, about which

there is much difference of opinion among international lawyers. It is not at all certain that as a naked matter of legal right Great Britain is not on solid ground. Nor is it at all certain that the seizure is not sustained by a decision of our own Supreme Court. There are said to be some fine points at issue on both sides. But apart from that, the case may be said to be in its incipency, and the seizures subject to practical repudiation on the part of Great Britain. A prize court is now sitting in Durban for the consideration of a somewhat similar case, and we have no reason to anticipate that the Court will not proceed carefully and render a just verdict. At any rate, there is little reason to suppose that the shippers will lose anything in the end.

However, even if it be that Great Britain can find justification under strict construction of international law, it does not follow that we may expect her to take advantage of that fact. Even if it shall not turn out that the captains of her cruisers were too hasty, and were inspired by an excess of zeal, which is quite within the limits of probability—it will not do to assume too readily that Great Britain will not "climb down," as Lord Salisbury expressed it in the Venezuela affair. Any legal rights she may possess to the contrary notwithstanding, there is the weightiest of reasons why Great Britain should not set the precedent that would be set by confirming the seizures. Such a policy might prove a most disastrous boomerang. It would be short-sighted to the last degree, and whatever may be the temper of the British Government at present as to the matter, we cannot but believe that it will see this on reflection. Of all the countries on earth, Great Britain, in the event of war with a powerful enemy could least afford that provisions be held contraband. During such a war she would be more dependent than could possibly be any other country that might become engaged in hostilities. Her every interest, particularly at this juncture, suggests the wisdom of cultivating the friendship of this country, even at the expense of relinquishing a right. So we say that, with the lights before us, it might be well to await developments before working ourselves into "a state of mind" over the seizures.

JURORS AND DETECTIVES.

The members of the New York jury which is engaged in trying Roland B. Molieux for murder are not locked up at night, as they would be were they serving in a Virginia court.

Instead of giving them into the charge of the Sheriff, they are allowed to go to their homes; but a detective follows each one of them, and it is his duty to see that the juror is not tampered with.

So close and unrelenting has been this espionage some of the jurors on Wednesday made complaint to the court. The unceasing watch set upon them had become very irritating, and the jurors rebelled against it. The upshot of the complaint was that the prosecuting attorney promised that the detectives should be less annoying hereafter. We presume they will be as watchful as ever, but somewhat more tactful, and less intrusive.

In our opinion the Virginia system is superior to that practiced in the Molieux case. Better that the jury should be put in the charge of the sheriff and taken to a hotel, and there locked up over night, than that each one of them should have a detective at his elbow.

Most Dispatch readers will remember that Molieux is on trial for the murder of Mrs. Adams. A poisoned bottle of bromo-seltzer came through the mails addressed to Harry Cornish, but he laid it aside without opening it. Later on Mrs. Adams had an attack of headache, and her daughter went to Cornish's room, and asked him for something to relieve her. Then the bromo was innocently produced by Cornish, and the fatal dose given.

Molieux is believed to be the man who sent the bottle to Cornish, with whom he was at deadly enmity; but, to establish his guilt, it becomes necessary for the State to prove that the wrapper which enclosed the package was addressed by Molieux. Three experts in handwriting have sworn that the writing in question is Molieux's, but it remains to be seen what the experts for the defense will say!

## THE BIG CRACKERS.

A valued friend of ours commends our editorial on the subject of cannon-crackers, but informs us that no legislation is necessary—that the following already is the city law upon the subject:

Extract from Chapter XLVII, Richmond City Code, 1898, Page 355:

"No person, or persons, shall bring into, display, keep for sale, offer for sale or barter, torpedoes, or fire-crackers, or an extra size, under any name whatsoever, nor any fireworks in which nitro-glycerine forms a constituent part, under a penalty of not less than \$100. The Chief of Police shall have power to determine what size of torpedoes, or fire-crackers, may be offered for sale under this ordinance."

We never knew before of the existence of this law, and we suppose the Chief of Police, also, had overlooked it. We feel some hesitation in advising that it be strictly enforced during this holiday season. Indeed, we do not see how it could be, unless the Chief has made a rule on the subject, and duly promulgated it; but, at any rate, during all future holiday seasons the use of the cannon-cracker and baby-waker should be positively prohibited, upon the streets, at least.

## KIND WORDS.

In congratulating Richmond on the progress she has made in locomotive- and ship-building, and on her splendid outlook in other directions, the Roanoke Evening World says:

"The grand old Virginia city, so rich in historic memories, is moving rapidly in the direction of becoming a great industrial centre."

"No wonder the people of Richmond are taking such a hopeful view of the future, when the great old-fashioned ways are coming their way. That they richly deserve all the good things that Providence may bestow goes without saying. A people with as much heroism and fortitude in adversity, as Richmond displayed during and after the war are capable of accomplishing anything within the range of their possibilities, and every son of old Virginia rejoices to know that they are proving this by the great industrial and commercial strides which their city has made within the past twenty years."

Kind words, these, indeed, and we assure our Roanoke contemporary that they will be appreciated by every loyal citizen of Richmond.

## MARK'S CANDY DOG.

At a Christmas festival last Christmas Day, Mark A. Hanna, who has recently developed into an eloquent speaker, delivered a eulogy on his first Christmas present, which was a candy dog.

Mark declared that nothing he had ever received since—of course, this included the senatorship he bamboozled Sherman out of and his recognition as a President-maker—had given him as much pleasure as that candy dog.

According to all accounts, Mark's dog marks were a veritable rhapsody over his saccharine canine. He was at times pathetic to the last degree in describing his love for his sugar-baited Tower.

And now we begin to understand Mark's willingness to send the institutions of this great country to the bow-wow. It is not due to ambition to progress from President-maker to Emperor-maker. It is not due, as has been hinted, to a fond hope that he may some day wear the American imperial purple himself. It is not due to a conviction that Imperialism would benefit the material interests with which Mark is connected.

No, no. It is due to Mark's undying affection for that candy dog. Who would have thought it possible that the fate of a republic might hang upon such an innocent bit of sweetness?

American trade is following both flags in South Africa, it seems. American mules are going to the British armies and American Hay to Pretoria.

Mr. Bryan has now helped to catch a Texas panther, it appears, as he has already caught the Tammany tiger.

## TO BUILD THE PANAMA CANAL.

Americans Secure Control of the French Company.

The Panama Canal Company of America, with a capital of \$100,000,000, was incorporated at Trenton yesterday by attorneys, representing a syndicate of American capitalists formed to complete the canal across the isthmus.

This company represents the reorganization of the New Panama Canal Company, successor to the De Lesseps concern. The French interests have been acquired, and the new company is American throughout.

The American syndicate announces that it intends to finish the canal as soon as it can be cut through, whether the United States participates in the construction or not.

Back of the new company is a strong combination of American capitalists. Among those mentioned by the attorneys for the incorporators as being interested in the company are:

## RICH MEN INTERESTED.

J. Edward Simmons, president of the Fourth National Bank; Kuhn, Loeb & Co.; Edmund C. Converse, president of the National Tube Company; Warner Van Norden, president of the Bank of North America; August Belmont, Levi P. Morton, John W. Seligman, Charles F. Smith, J. R. De Lar Mar and Vernon H. Brown, of the United States Bank.

Only three incorporators are mentioned: William P. Chapman, of No. 310 West Forty-fifth street, and Henry W. Clark, of No. 23 West Seventy-fourth street, this city, and Francis D. Pollak, of Summit, N. J. The attorneys for the incorporators are Nelson R. Cromwell and Francis Lynde Stetson.

By its charter the company is empowered to increase its capitalization from \$100,000,000 to \$150,000,000, and it is granted the privilege of enlarging its business and operating not only the partially built canal and railway, but steamship lines, wharves, and warehouses.

It is also granted the right to enter into an arrangement with any government in connection with the completion and operation of the canal.

The capital stock is divided into 5,000,000 first preferred, 15,000,000 second preferred, and 10,000,000 common shares.

The incorporation of the new company yesterday is the culmination of a project which has been under way for nine months. The promoters sought to secure absolute control of the Panama Canal Company, a French concern, with little American capital interest. This was the successor of the De Lesseps company.

## AMERICANS SECURE CONTRACT.

The French company prosecuted the work with varying vigor, and the Americans believed that with the canal nearly half completed, and with the machinery and other facilities at hand, this would be the most feasible and least costly route for an inter-oceanic canal.

Protestants upon this last the American promoters succeeded a few weeks ago in purchasing practically the whole of the French interests, and the formation of the company incorporated at Trenton yesterday followed.

Representatives of the company declared last night that it is the intention to go right on with the canal without making any further appeal to the United States Government. They said the backers of the new company were confident that the canal would be a successful enterprise.

Nelson R. Cromwell, one of the company's attorneys, said last night:

"The canal will now be completed under the direction of American capitalists. They are satisfied that the Panama is the only practicable route."

"The canal is already at least two-fifths completed. It is navigable for twelve miles inland on the Atlantic side, and four miles inland on the Pacific. Several thousand men are now at work on the canal. Some of the most competent engineers in the world are now in the employ of the company. These engineers have made a report, which definitely disposes of all the problems of construction."

## \$50,000,000 NEEDED.

It is estimated that it will cost \$50,000,000 more to complete the work. The new company proposes to have the canal open at the earliest practicable date.

"The entire route lies in the Republic of Colombia, which has had a treaty with the United States since 1846, securing the project of the canal."

It is understood that J. P. Morgan & Co. are also interested in the canal company. The attitude of the United States toward this big American enterprise is problematical. The isthmian commission

## PIMPLES

PREVENTED BY

Cuticura

SOAP

The most effective skin purifying and beautifying soap, as well as purest and sweetest, for toilet, bath, and nursery. It strikes at the cause of blemishes, and rough, scaly, falling hair, and baby blemishes, viz., the clogged, irritated, inflamed, over-worked, or sluggish pores.

Sole everywhere. Putney, Deane and Co., Ltd., 50, Abchurch Lane, E.C. 4, London, E.C. 4, England. "Lewy's Cure Pimples," Dec.

## ION IS TO INVESTIGATE ALL OF THE CANAL ROUTES, AND WILL INVESTIGATE THIS AMONG THE REST.

## ISTHMIAN COMMISSION YET TO REPORT.

(Special to the World.)

WASHINGTON, December 27.—The Panama Canal Company has been credited in this city with having the best financial backing in New York. It was through the efforts of this company that the last Congress refused to pass the Nicaraguan canal bill.

The company's representatives appeared here during the closing days of the session, when the prospects of the passage of the Nicaraguan bill were imminent, and secured the postponement of the measure.

At the instigation of this company, Congress passed a resolution empowering the President to appoint a commission to personally inspect the Nicaraguan route and the Panama Company's route, and make a report to the present session of Congress.

Rear-Admiral John G. Walker is president of the Nicaraguan Canal Commission, appointed in pursuance to this act, but no report has yet been prepared. President McKinley, in his message to Congress, said the commission was still at work, but would report at the earliest possible date.

The two companies have waged a bitter war, each against the other, with the result that the government has not reached a decision as to which route is the most practicable. The decision of the naval commission is expected to end the controversy.

## T. P. A. AND THE SEABOARD.

Value of the New System to the Southern Trade.

(For the Dispatch.)

Having watched with careful interest and pride the methods pursued by the old Seaboard Air-Line railroad, and especially the recent wonderful development of that system under the efficient and capable management of its president, our fellow townsman, John Skelton Williams, we do heartily give to this great trunk line and its new management our unqualified endorsement and sincere wishes for its success, because the success of the Seaboard Air-Line means much to the progress and enterprise of our entire Southland. For this and many other reasons we bespeak for it the undivided patronage of the members of this every division of the T. P. A. throughout the South, wherever the lines of this great system be in operation. Believing in honest and legitimate competition, and knowing that this system has been the power behind the throne that has often secured us such concessions as we felt we were justly entitled to, even when the same concessions had been refused by others, though they freely acknowledged the justice of our claims. Therefore, in unequalled terms, we declare ourselves fully for and in favor of the Seaboard Air-Line System.

We believe that anything that can have for its object the checking and in any way retarding the progress of our association, or the industrial or commercial interest of the South, or which may, in any way or under any form whatever, attempt to defeat or harass the purposes and objects of the proposed consolidation of the Seaboard Air-Line, or the extension of that system throughout the South is doing an injury to the public welfare and should be removed; therefore, be it

Resolved, That the foregoing is the sentiment of the meeting of the Virginia Division, Travelers' Protective Association of America, held on Tuesday evening, the 25th instant, at their headquarters; and further, be it

Resolved, That a copy of this preamble and resolution be forwarded to every post of the T. P. A. in the Southern States, and others, where this line operates, with the earnest request that they endorse our action, and at the earliest opportunity publish the same to their members, either by circular letter or through the newspapers. Sincerely believing that such co-operation on the part of all members of our association will result in much good to all concerned, we are, very respectfully,

## VIRGINIA DIVISION, Travelers' Protective Association of America.

The Street-Car Doors.

To the Editor of the Dispatch:

I notice some improvement in the matter of keeping street-car doors closed since the Dispatch began to agitate the question, but it is remarkable that there should have been any need for any such suggestion.

It seems to me that when cold weather comes managers of street-car lines ought to be shrewd enough to give such orders without suggestions from any one. Of one thing I am sure—that if ordinary street-car doors were closed in winter the revenues of the companies would be enhanced. Besides, it is due to street-car patrons that more consideration should be shown in respect of their comfort.

## Partners in Distress.

(Chicago Tribune.)

The Doctor: Just after that big fall in stocks I went and looked at my box in the safety-deposit vault, and it was the fourth of May.

The Professor: Mine was full of lead. I am carrying a heavier load of them than you are.

## Dry Bones.

(Chicago Tribune.)

The Rev. Dr. Fourtly: Don't disturb anything in that closet, Verena. The Housemaid: Let alone, one would think you kept a skeleton in there!

The Rev. Dr. Fourtly: I do, Verena. There are dozens of skeletons of sermons—in that closet.

## Of Course Not.

(Chicago News.)

Pearl: "So your friend is from Key West?"

Ruby: "Yes; and he must be wealthy."

Pearl: "Why, dear?"

Ruby: "Because he told me when home he was not accustomed to bathe in anything but Florida water."

## Circumstantial Evidence.

(Glasgow Evening Times.)

Golfer (new to the links): "A splendid stroke! Did you follow the ball, Eddie?"

The Caddy: "No, sir; but I think that gentleman at the next mechanical top 'yore' showed me how to work it now for an hour. Let me try it."

## Just Like the Rest of Them.

(Chicago News.)

Her: What a pretty girl! She looks sweet enough to eat.

She: Of course; and that's just what she does three or four times daily.

## Dull Witted.

(Philadelphia Record.)

Borrowell: I can't imagine what you see in Smithing. He's so very dull.

Wigwag: He's sharp enough to cut you.

## The Other Boy Wants His Turn.

(Philadelphia North American.)

"Pa," said the small boy, his eyes looking longingly at the new mechanical top, "yore' showed me how to work it now for an hour. Let me try it."

## Be Content.

By Mrs. Hattie Davis Cooley, Nashville, N. C.

(Written for the Dispatch.)

If we always had the sunshine, And we never had the rain, If life held naught but pleasure, And we never knew a pain, If our hearts were always happy, Ever joyous, ever bright, If we always had the daytime, And we never had the night, Why, our eyes would grow weary, And the sunshine look as dreary As the winter, frost, and snow.

## PERSONAL.

ALL PARTIES HAVING ACCOUNTS against us will please present same with orders for payment before JANUARY 1st.

JULIUS MEYER'S SONS.

## WE HEREBY NOTIFY THE PUBLIC

against the delivery of goods or taking orders for our account without our written orders.

JULIUS MEYER'S SONS.

## FOURQUEAN, TEMPLE &amp; CO.,

429 EAST BROAD.

These rare reductions in HOSIERY, SILK WAISTS, AND NECKWEAR should stimulate your desire for possession, regardless of the condition of your wardrobe. Then the qualities rank so surprisingly above the prices that if you are searching for bargains you must see them.

## Hosiery Reductions.

LADIES' FANCY HOSE in Silk and Lisle, were 75c, now 50c. pair.

LADIES' FANCY COLORED HOSE, in Silk and Lisle, were \$1.25, now 75c. pair.

LADIES' POLKA-DOT HOSE, colored grounds, Black dot, were \$1.25, now 75c. pair.

BOYS' BICYCLE HOSE, small sizes, were 35c and 40c, now 15c. pair.

CHILDREN'S BLACK RIBBED HOSE, special values, at 15c. pair.

## Neckwear Reductions.

ONE lot of 50c. TIES reduced to 25c. each.

One lot of 50c. TIES reduced to 12-15c. each.

SPECIAL—MEN'S BLACK OR TAN HALF-HOSE (Harvard toe) at 15c. pair.

## Silk-Waist Reductions.

20c. WAISTS, of Fine Colored Taffetas or Satins, tucked, perfect fitting, now 10c. each.

\$2.50 WAISTS, of Satin or Taffeta, new colorings, tastefully made, now \$1.50 each.

15c. WAISTS, of Handsome Colored Corded Taffetas, now 5c. each.

Special Reductions in LADIES' COATS, in Black and colors.

HANDSOME GOLF CAPES, rich colorings, various lengths, enticingly priced—\$5 to \$17 each.

## FOURQUEAN, TEMPLE &amp; CO



**ULTRA**

**SHOES ARE BEST**

A sensible priced shoe that thoroughly satisfies the sensible woman is the Ultra. It is a fit tribute to years of scientific shoe making, which the wearer of this famous shoe may now enjoy. For \$3.50 per pair your comfort and pleasure may now be fully realized.

**\$3.50**

ONE PRICE THE WORLD OVER.

**FOR WOMEN**

**MOSES MAY, 607 East Broad.**



**Coming in With Flying Colors**

and a blare of trumpets, the New Year and dawn of a new century will soon, just as our new styles of Carriages are coming into the favor and esteem of the public, after using them with comfort and satisfaction. Our fine display of well-built and handsome BUGGIES, TRAPS, SURREYS, PHAETONS, and VICTORIAS are the best ever seen in the city, and are always reliable.

**R. H. BOSHER'S SONS, 15 SOUTH NINTH ST., RICHMOND, VA.**

(de 9-12, 3-24 & W)

## Oriental Rugs.

Look at our line of PERSIAN RUGS we have selected with great care for the HOLIDAY SEASON. One of these will make a most appropriate as well as useful gift, as they last a lifetime.

**GEO. W. ANDERSON & SONS,**

Carpets, Portieres, and Laces,

**215 E. Broad St.,**

W. 2nd Floor Department **1204 EAST MAIN ST. (OLD STAND.)**

(de 10-Sun, W & P)

## Christmas Goods!

Christmas Goods!

The Bear Jewelry Co.,